

The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.



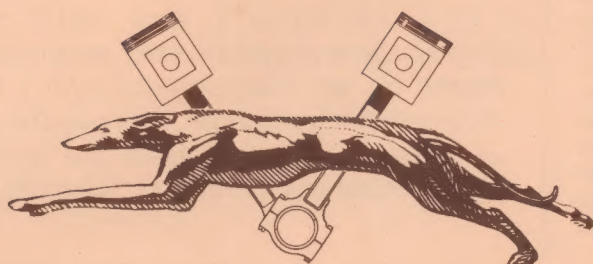
VOLUME 22 NO. 5

SEPTEMBER-OCTOBER 1983



TROPHY WINNERS

Front row: Ken Kenwell, Dick Chapman, Stan [unclear] left to right:
Art Caldwell, Bob [unclear], Joe Rodgers, Marsh Belden, Al Zamb
not available for picture.



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, Il. 60102

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Ken Pearson

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, Il. 60102. Second class postage paid at Algonquin, Il. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

EDITOR

FORK & BLADE

821 W. Chicago St.

Algonquin, Il. 60102

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INCREASE IN PRICES

Special Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 40.00
2. 1931-1935 Lincoln Service Bulletins	35.00
3. Index for 1924-1935 Service Bulletins	8.00
4. Authentic Covers for 1924-1935 Lincoln Service Bulletins	10.00
5. L Lincoln Shop Manual	25.00
6. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	15.00
7. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	20.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.



145 West Aurora Road • Northfield, Ohio 44067 • (216) 467-7874

Dear Lincoln Owner,

I am writing to all the members of the Lincoln Owners Club to inform you of the parts that we have available and the ones that we are considering making. The following is a list of the trim parts that we already have for early Lincolns.

1. Trunk rack trim for 31 and 32 cars--a seven piece set just like original, in polished stainless steel, \$250 per set.
2. Trunk rack trim for 33-36 cars--eighteen piece set, all stainless steel, very nice copy, \$275 per set.
3. Running board trim for 33-40 cars, $\frac{1}{4}$ in. wide, tipped on both ends, polished stainless steel, 20 pcs., \$350 per set.
4. Aluminum "T" floorboard molding for 31 and earlier cars. It takes about 24 feet per car, at \$4.00 per foot.

All prices include shipping and packaging. They can be paid for by check in advance, or we will ship C.O.D.

Some future projects we are considering are:

1. 32 KA and KB running board covers, one piece molded urethane, not sets that have to be pieced together. \$450 per pair.
2. 33-35 KA and KB running board covers, molded urethane with ribs in the front and back. \$500 per pair.
3. 35-36 trunk rack outer band, polished stainless steel, bent and with all the holes punched or countersunk. \$200 each.
4. 33-35 running board metal--no price yet.

We are looking for people who need these parts and will send us a deposit of half the cost of the item in order to get started.

Thank you for your time and I hope we will be able to help you with parts that you need for your Lincoln.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dale R. Adams". The signature is fluid and cursive, with the first name "Dale" being more prominent than the last name "Adams".

Dale R. Adams

Lincoln Owners Meet

Silver Anniversary

By
Louise Pearson



*BEST OF SHOW: 1931 7 Passenger Touring
Bob Hauser*

Once again I have been awarded the privilege of reporting on the recent National Meet of the Lincoln Owners Club. It's just one of the fringe benefits of being married to the editor of Fork and Blade.

When I heard about the proposed location, my first thought was "Downtown Pittsburgh? You're kidding!!!" However, the area was a very pleasant surprise. We left wishing we had more time to explore.

Our headquarters was the very nice Sheraton Motor Hotel at Station Square.

Station Square is located on 40 acres along the Monongahela River across from downtown Pittsburgh. It combines the renovation of the historic buildings of the P&LE Railroad with innovative new construction. Many of us enjoyed

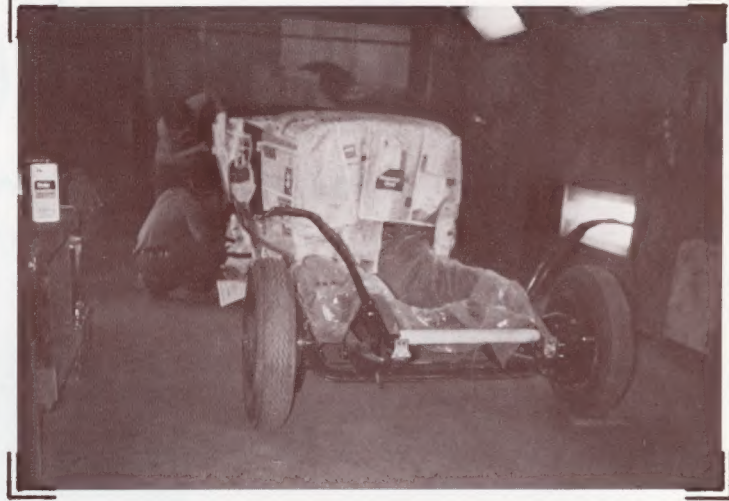
the enclosed mall of shops and restaurants, antique railroad cars and locomotives, and a ride up the Monongahela Incline to Mt. Washington for a spectacular view of town with the confluence of the Allegheny and Monongahela Rivers to form the Ohio River.

Friday morning, August 26th, we were busy with registration and a swap meet at the Sheraton.

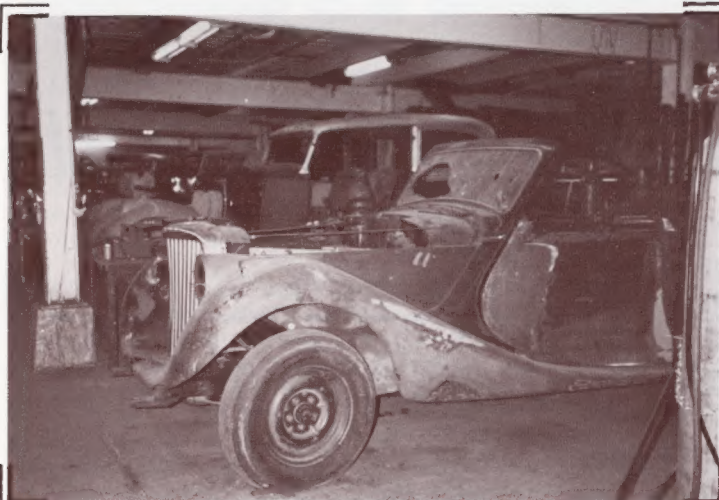
At 1:00, more than 40 of us boarded a Lincoln Tour Bus to go to Stern's Motor Museum and Restoration Shop. Our gracious hosts treated us to soft drinks or wine and snacks as we enjoyed their good representation of antique cars. The restoration shop in the lower level was especially interesting. Several makes of cars were in various stages of work. I saw at least 3 Lincolns that someday



Bus tour group at Stern's Motor Museum and Restoration Shop



1932 Lincoln in paint booth at Stern's Restoration Shop.



Lineup of cars in various stages of restoration at Stern's



All kinds of cars were at Stern's Restoration Shop. Oakley Supmter exchanging experiences with mechanic.



1931 Lincoln awaiting restoration at Stern's Restoration Shop.



Andy Hotton and Jack Lambert admiring antiques in Stern's Museum.

may attend one of our meets.

In the evening, we boarded the riverboat "Gateway Party Liner" for a three hour cruise on the three rivers of Pittsburgh. A buffet dinner was served as we enjoyed the music of the orchestra. There was a dance floor, but due to the warm evening, most of us were on the upper deck enjoying the breeze.



*Buffet dinner on board riverboat.
Morris Kunkle and Ray Henry
Family.*



*Buffet dinner on board riverboat.
Jerry Daugherty*

Saturday morning, we had time to avail ourselves of more browsing in the mall and other sightseeing.

Again at 1:00 the Lincolns lined up at the hotel for a police escort to our show area about 4 miles distant. We were very fortunate to have our meet on the grounds of the Nick Garruba home. Besides having an excellent area to view and judge the cars, we were treated to a very nice buffet and liquid refreshments.



*Nick Garrubba's 1932 KB 12 Sedan.
Nick's home in background.*

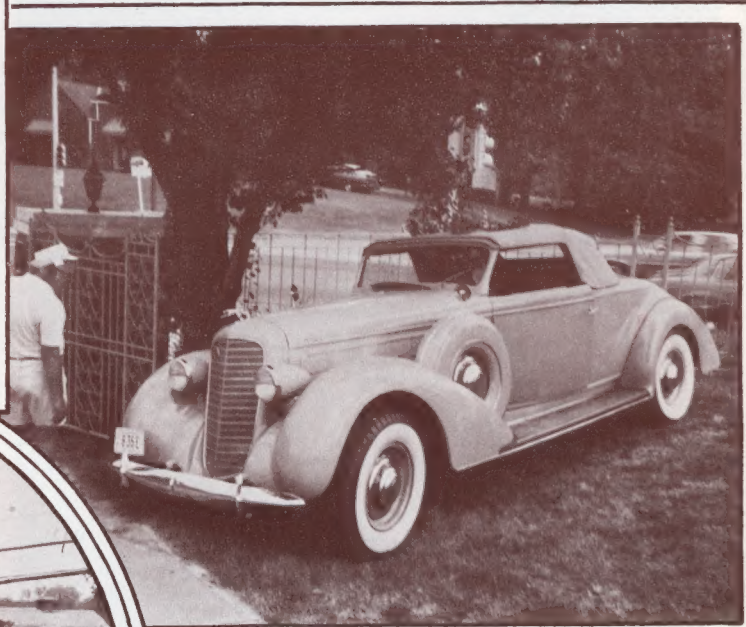
Cocktails, the banquet and the awards presentation were held in the Atchison Room of the Sheraton. There were about 75 of us for the evening's activities. After a fine dinner, guests and officers were introduced as well as "thank you" given to many people who worked to make a successful meet.

Rick Kriss and his crew deserve our sincere thanks for a fine event. I only regret that more of our membership don't avail themselves of the opportunity to meet with good people who have similar experiences and problems to be solved.

We look forward to seeing you at the Lincoln Owners Club Annual Business Meeting at Hershey on Friday, October 7th, 1983.



BEST OPEN, EARLY:
1930 Phaeton, Joe Rodgers



BEST OPEN LATE:
1936 LeBaron Roadster,
Marsh Belden
ALSO HARD LUCK AWARD



BEST ORIGINAL
LINCOLN:

1931
Limousine,

Dick
Chapman

LONG DISTANCE AWARD:
1931 LeBaron Conv. Coupe,
Ken Kenewell



BEST CLOSED, LATE
1931 Town Sedan,
Al Zamba

Award Winners

BEST OF SHOW:	Bob Hauser, 1931 7 Passenger Touring
BEST ORIGINAL:	Dick Chapman, 1931 7 Limousine
BEST OPEN, EARLY:	Joe Rodgers, 1930 Phaeton
BEST CLOSED, EARLY:	Art Caldwell, 1930 7 Passenger Limousine
BEST OPEN, LATE:	Marsh Belden, 1936 LeBaron Roadster
BEST CLOSED, LATE:	Al Zamba, 1931 Town Sedan
LONGEST DISTANCE:	Ken Kenewell, 1931 LeBaron Convertible Coupe
HARD LUCK AWARD:	Marsh Belden

Others attending the meet and not previously mentioned were: Herb Baas, 1922 Dual Cowl; Ken Pearson, 1923 4 Pass. Phaeton; Hank Harper, 1926 Town Car; Oakley Sumpter, 1927 Town Car; Leon Kuempel, 1929 3 Window Sedan; Jerry Daugherty, 1930 Dual Cowl Phaeton; Nick Garrubba, 1932 KB 12 Sedan; and Vernon Pfile, 1933 KA Murray Body Dual Windshields. A few of the owners of these fine cars requested that they not be judged. We appreciate the fact that they bring their cars to these events to allow others to enjoy them.



Left to right, rear view: 1933 KA, Vernon Pfile and 1932 KB 12 Sedan, Nick Garrubba.

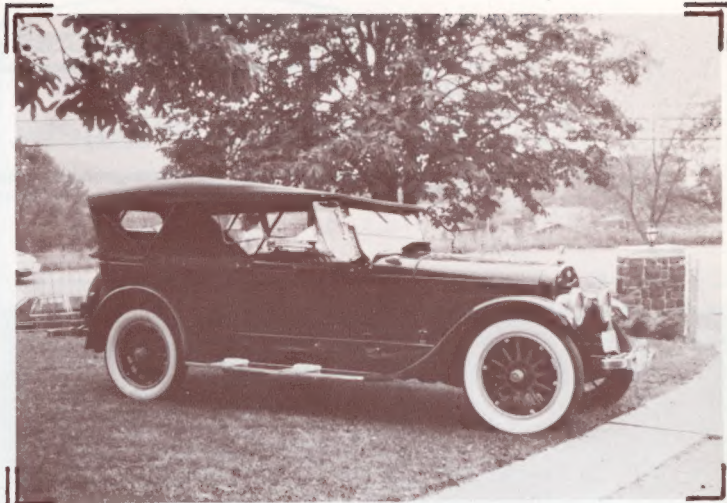
From left facing forward: 1931 LeBaron convertible Coupe, Ken Kenewell; 1931 Limousine, Dick Chapman; 1931 7 Passenger Touring, Bob Hauser; 1931 Town Sedan, Al Zamba; 1930 Phaeton, Joe Rodgers.



Left to right: 1931 Town Sedan, Al Zamba; 1930 Phaeton, Joe Rodgers; 1930 Dual Cowl Phaeton, Jerry Daugherty; 1929 3 Window Sedan, Leon Kuempel.



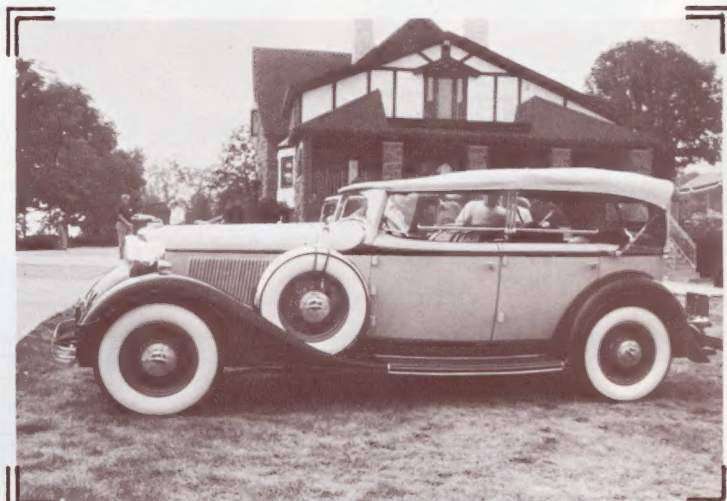
Some of the awards on display. White cards to be replaced by picture of car.



1922 Dual Cowl, Herb Baas



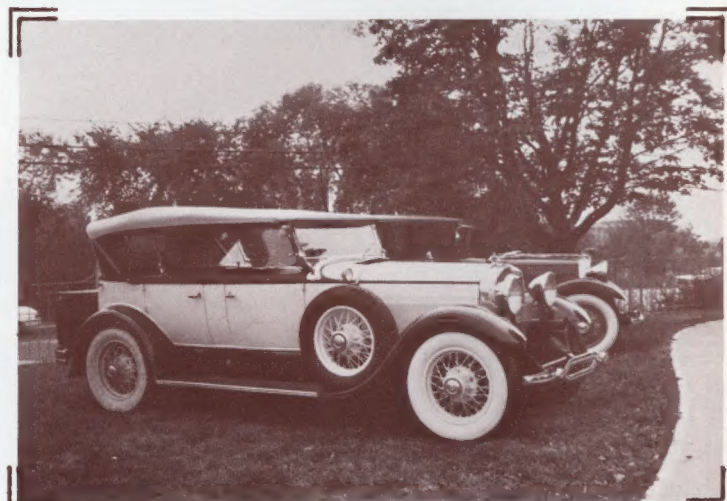
1927 Town Car, Oakley Sumpter;
1926 Town Car, Hank Harper; 1923
4 Passenger Phaeton, Ken Pearson.



1933 KA Murray Body, Dual Windshield,
Vernon Pfile Note unusual side window
arrangement.



1929 3 Window Sedan: Leon Kuempel



1930 Dual Cowl Phaeton, Jerry Daugherty



Awards Banquet



Rick and Nancy Kriss, our meet chairman.



Rosella and Hank Harper, Andy Hotton, Liz, Les Henry.



Social Group before award banquet. Nell Sumpter and the Daugherty's.



From left; Leon Kuempel, John Kuempel, Mr. and Mrs. Herb Baas, Ray Johnson.



Ray Henry, Morris and Ruth Kunkel, Oakley Sumpter.

RICK KRISS AND HIS COMMITTEE
FOR THE 1983 LINCOLN OWNERS
MEET WISH TO EXPRESS THEIR
APPRECIATION TO ALL THOSE
WHO ATTENDED.



1934

V-12 LINCOLN

By Henry E. Becker

In July 1934 the V-12 Lincoln Seven Passenger Sedan, Serial #KB3651 was built. After a year as administrator without a buyer it arrived at Wyman Motors, Ford Dealer, in Maplewood, N.J. still owned by the Ford Motor Co.

Mr. Harry Bell, a real gentleman, was the salesman who came to see my father in the evening for many weeks in an attempt to sell the car. As a boy of 16, I would listen intently to Mr. Bell describing the fine points of a 60 degree Vee block, and how Mr. Henry Ford would not put with sloppy work and would only use the best materials suitable for the purpose. Finally, in June 1935, Pop bought the car, which by now had about 3,800 miles on it, for

\$3,500.00, a considerable reduction in price.

For those days it was a good comfortable riding car. As received it had what pop described as "steering like a lumber wagon". This was actually cured with a new set of Goodyear "diamond Tread" top grade tires and tubes. Pop was an expert on steering; although he may not have known the answers, he did know if it was right or wrong.

By 1941 the car had accumulated about 50,000 miles. In August of that year, Pauline and I used the car on our honeymoon, adding another 1,500 miles. During the war the car was stored. In 1946 Pop got it out, cleaned it up and then

sold it to an employee who remained with us and kept the car in town and in good condition until he died in 1973. By this time Pauline and I had become interested in "old " cars, having got the bug through the 1917 "66" Pierce Arrow that Pop had refused to sell for \$50.00. Also, sentiment had entered our thinking.

The owner had promised us first crack at the Lincoln if he ever wanted to sell it, and his widow honored that promise when we bought the car from her in 1973. The car was in excellent condition with no rust - outs, all exposed and hidden in good condition, virtually no dents, and all wheels and hub-caps in very good shape. Only the original clock, cigar lighters, and the visor hardware (eight pieces) were missing.

Restoration began in 1980. The body was removed from the chassis and the upholstery taken out intact so the upholsterer would have good patterns. Everything that was not riveted was removed and cleaned down to bare metal. The engine was sent out for rebuilding. All other mechanical parts were rebuilt with new bearings, seals, bushings, etc. Very few parts had to be replaced.

Unlike so many other wire wheels I have seen, the wheels on this car were virtually like new - no deep rust, no dents and no loose spokes. All new wiring was installed. Most of the work, including painting was done by two young men who had worked for us for many years.

I went by memory to get the original shade of blue lacquer. As it turned out, after the hinges were removed some unfaded original blue color was found. In ordinary light my "memory mixed" color was virtually a perfect match.

Although the B-K power brake unit was rebuilt it did not work properly. We just blocked off the vacuum line at the intake manifold. We followed the manuals to letter in adjusting the brakes on all four

wheels. The brakes work evenly and nearly with as little foot pressure as they did originally with the power unit working. This proves the old saying, "When all else fails, follow the instructions - carefully !!"

In July 1983 we entered the car in the Classic Car Club Meet at Madison, N.J. and it received second place (94½ points) in its class. This past May we entered it in the CCCA's Florida Region Meet at Cypress Gardens, FL. where the car took First Place in class as well as the Ken Caldwell Award for the Best Classic Car Owned by a member of the CCCA - Florida Region.

As a side note, all eight sun visor fittings were personally "whittled" out of solid brass by me. As so much of the originals had disintergrated, I had to use considerable imagination to get the original shape.

As of this date we have only driven the car a little over 400 miles but it will probably get more.

RESTORATION FILM AVAILABLE

White Post Restorations, the well known facility located about 50 miles west of Washington, DC, have a 12 minute film showing cars before, during and after restoration by their staff. It is available on loan to clubs in 16mm film, and both VHS and BETA videotape. If interested in borrowing it, free of charge, for one of your club's meetings, write or call:

WHITE POST RESTORATIONS
White Post, Virginia 22663
703-837-1140

They also distribute a color brochure. Just advise how many you would like, and the type film and showing date.

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

Parts Wanted

- 1931 Trunk rack support arms (2) boot rest bar - Including ends but not levers.
- Need the following back issues of the Fork & Blade: All issues prior to May-June 1969 except Vol 2 #1 and Vol 3 #3. Also need Jan-Feb 1972; Jan-Feb 1974; Jan-Feb 1975; Jan-Feb 1976; Mar-April 1976. Please send price and condition of issue to Robert Sohl, 1101 Martin Rd., Santa Cruz, California 95060
- 1921-1930 Spring for ignition points, 9/16" Brake adjust wrench, 1929 Solid running boards. Phil Gansz, 909 S. Prospect Ave. Park Ridge IL. 60068.
- 1934 Lincoln Willoughby pair jump seats and mounting hardware or main parts of jump seats. Charles Chrisman, 2405 E. Lake Isles, Minneapolis, Minn. 55405
- 1929 Need for 1929 Lincoln pair of return springs for ignition points. George F. Corse, Jr., 222 Ridgewood Rd., Media, PA 19063 (215)566-5042.
- Tri-Lin tail light complete with bracket, stalic, & no, Plate holder, would like to trade for Bosch 3-Lense tail lamp or towards pair of tail lamps to suit 1929 Hispano-Suiza. Also need Tri-Lin amber lense, I have red lense to trade. D.B.Brown 10 Lancaster Gate, London, W2 3LM England.

For Sale

- 1934-1939 Fan belts for K Lincolns. I have had a minimum order of these belts re-made in the original molds. They are 1 1/32" wide by 38 3/4", so they look and run like they should. \$ 28.00 each or 4 for \$100. These belts may work on L Lincolns. Will someone try one on for me? I also have made some cigar lighter knobs for '37 to '39. As the original knobs have faded, the correct color will be hard to match. I have several shades - \$35.00 each. I will send several to try, if you will send them back. Del Beyer, 5646 Pleasant Hill Rd., Hartford, WI 53027

For Sale Continued....

- 1932-1933 KB, Manifold, manifold crossover, exhaust extension gaskets. Manifold set \$16.00, crossover and extension set (7 pieces) \$13.00, Water transfer tube gaskets (3 reqd. per car) \$1.00 each.
- 1932-1933 KB copper headgaskets, \$165.00 pair.
- 1933-1939 Lincoln Model K engine gasket set, minus headgaskets \$48.00. Also many misc. K series parts.
- All prices post paid, Gerald Lettieri, 132 Old Main St., Rocky Hill, CT 06067 Ph. (203)529-7177.
- 1934KB Division window limousine, 145" wheelbase. This is a beautiful low milage completely original car, has all the impossible to find items in perfect condition, running boards, luggage rack, tail lights, interior wood veneer, etc. Car is in perfect running condition, original paint is presentable, interior near perfect. \$17,500. Gerald Lettieri, 132 Old Main St., Rocky Hill, CT 06067 Ph. (203)529-7177.
- 1937 Lincoln K, V-12, Willoughby body, 7 passenger Limo. Divider Window, Original mint interior. 65,098 miles, Runs and drives good. \$17,500.00 Ruple Antique Cars, 4756 Beidler Rd., Willoughby, OH 44094 (216)942-7745 days, (216)257-4798 evenings.
- 1927 Lincoln Eng. & Trans. complete and running V8 serial 41399. Including headlamps, rad. & shell, cowl. dash instruments, dietrich body plate, rear axle, crank cover, extra dash with instruments and a box of hardware came from a wood mill \$3,000.00 U.S.
- 1929 Lincoln eng. & Trans. V8 serial 59903 same as above runs nicely includes all from dash to front inc. headlamps from a wood mill \$2,500.00 U.S.
- 1927, 28, 29 Lincoln brass windshield no glass \$700.00 U.S. photo of each above item \$3.00 cashier check.
- Literature for sale: Fork & Elade back issues of Lincoln club Bulletin 1978 Vol 17-#3,4,5,6, 1979 Vol 18-#1,2,5,6, 1980 Vol 19 #2 at \$ 1.00 each U.S. Each P.P.
- Jean Claude Labrecque, P.O. Box 246, Montreal, Quebec, Canada H2X-3M4 (514)376-6339
- 1934-1939 Model K Lincoln, newly spun brass tail light door, ready for plating, only ten left then no more. \$10.00 plus \$2.00 for shipping. Two tail light license plate stanchions (attached to tail light shell), one remains, \$25.00. P. Loree, 1914 Colvin Boulevard, Tonawanda, New York 14150 Tele: (716)833-1224
- 1920-1927 Copper Headgaskets have pair \$79.95
- 1932-1933 V-12 KB Headgaskets have 2 pair, \$225.00 in copper.
- 1933-1940 KA-K Series V-12, Correct steel & Asbestos for aluminum or cast iron heads \$110.00 pair.
- Add \$5.00 postage 3rd class delivery speed or \$10.00 Air Mail, personal checks okay. Mike Lynch, 18 Hastings Ave., Toronto Ontario, Canada M4L-2L2.
- 1930 LeBaron Bodied Lincoln Cabrolet restoration being completed now. Should be 100% complete by October. The car will be completed to your satisfaction if purchased. Very fine rare car, apparently four in existence. Chocolate Brown & Beige with tan leathers. \$85,000 or highest offer made will be accepted. This car must be sold. William G. Hinkle, Hinkle Milling Co. 110 Randolph St. Thomasville, N.C. 27360 Day (919)476-7778. Night (919)472-7172.

Please Note:

INCREASE IN PRICES



Auto Antiques, Inc.

821 W. Chicago Street
Algonquin, Illinois 60102

8/16/83

312-658-4588

LIST OF LINCOLN PARTS WE SELL FOR "L" MODELS

Gaskets - 1921 thru 1930 set \$ 110.00

Rebuilt thermostats exchange \$ 129.00

Running Board Mouldings -1924 thru 1928- \$ 100.00 set (straight lgths., not plated)

Rubber Grommets -horn, lights, choke rod, side-mount, etc. \$ 2.00 ea.

Rubber Bumpers "frame to axle" -front \$ 14.00 ea. rear \$ 14.00 ea.

Muffler end machined (1) one front or back \$ 74.50

3 Muffler tubes not assembled \$ 150.00 Use asbestos cloth as gaskets to seal ends
of tubes in castings.

3 bolts with nuts and washers to hold muffler together \$ 10.00

Muffler front flange \$ 7.00

Muffler front flange gasket \$ 1.50

Muffler rear flange \$ 7.00

Muffler rear flange gasket \$ 1.50

Tail pipes 2" - \$ 30.00

Exhaust pipes \$ 30.00

Serial number plates for fire wall \$ 10.00 ea. (plus \$ 10.00 for numerals)

Serial number plates for starter generator \$ 10.00

Water pump couplers - \$ 3.00 ea., 4 required per car

Bearing bolt locks - \$ 1.00

Fan belts for Model L - \$ 18.00 ea.

Radiator hose spring - \$ 5.00

Hood hinges - \$ 65.00 per set (unplated)

Distributor -New, Old Stock-(No Cap) 1931 -32 V8- \$50.00

Lincoln headlights 1922 thru 1926 \$ 30.00 ea. body only, no bezel-spinning only,
no machining.

Lincoln taillights 1922 thru 1926 \$ 25.00 ea. body & bezel, spinning only-no machining.

Lincoln headlights rims (door) 1922 thru 1926 \$20.00 ea. Exterior spinning only
no machining.

Valve springs \$ 2.50 ea. 16 springs 1 set

Straight grease fittings \$ 3.00 ea.

90 degree grease fittings \$ 4.00 ea.

Dust covers \$ 1.50 ea.

Buffalo rear spare tire castings Will quote upon request

Lincoln Lapel pins \$ 5.00

ALL PRICES ABOVE ARE PLUS SHIPPING

Please Note:

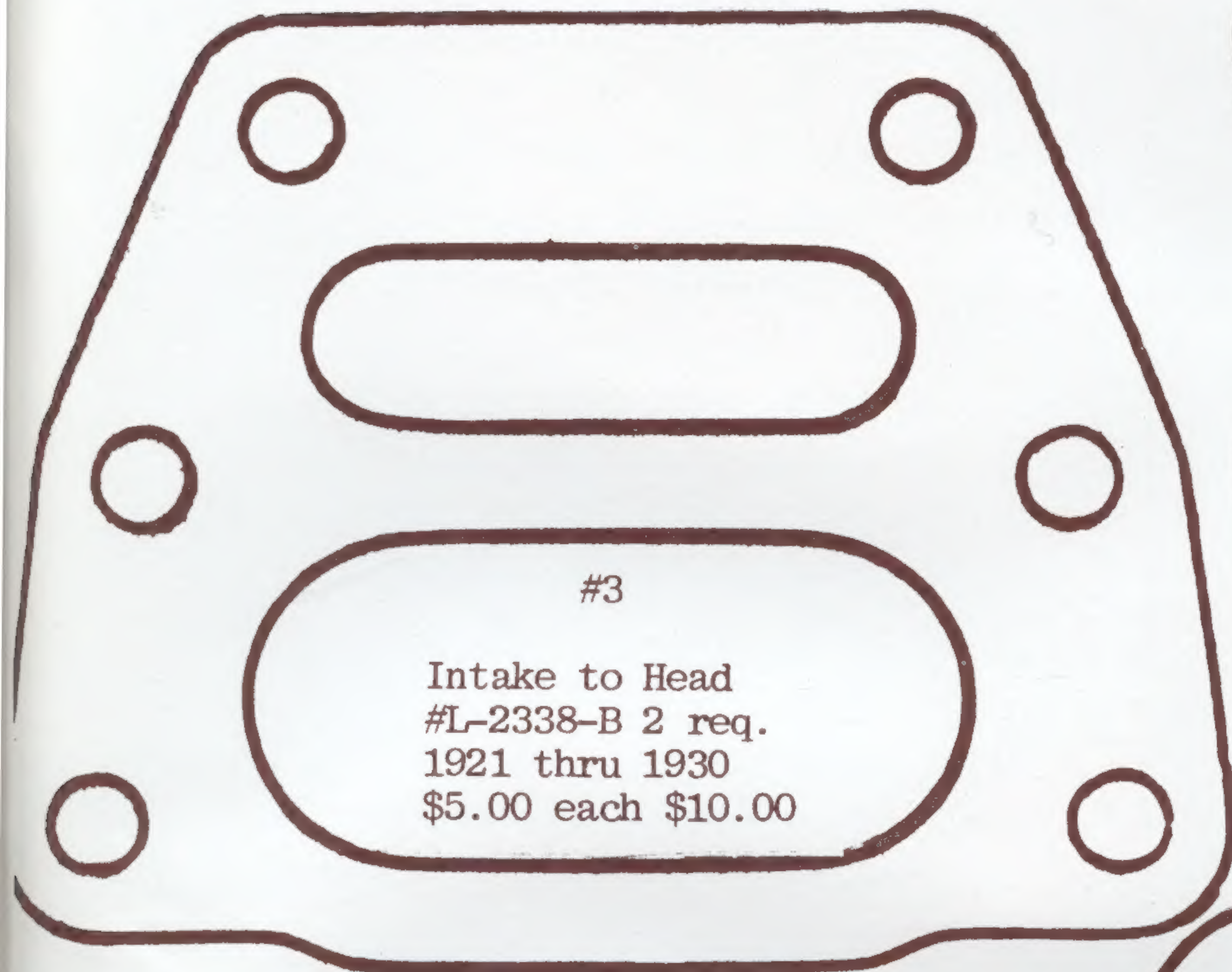
INCREASE IN PRICES

\$ 110.00 per set 1921 thru 1930 (includes packaging) F.O.B. Algonquin, IL

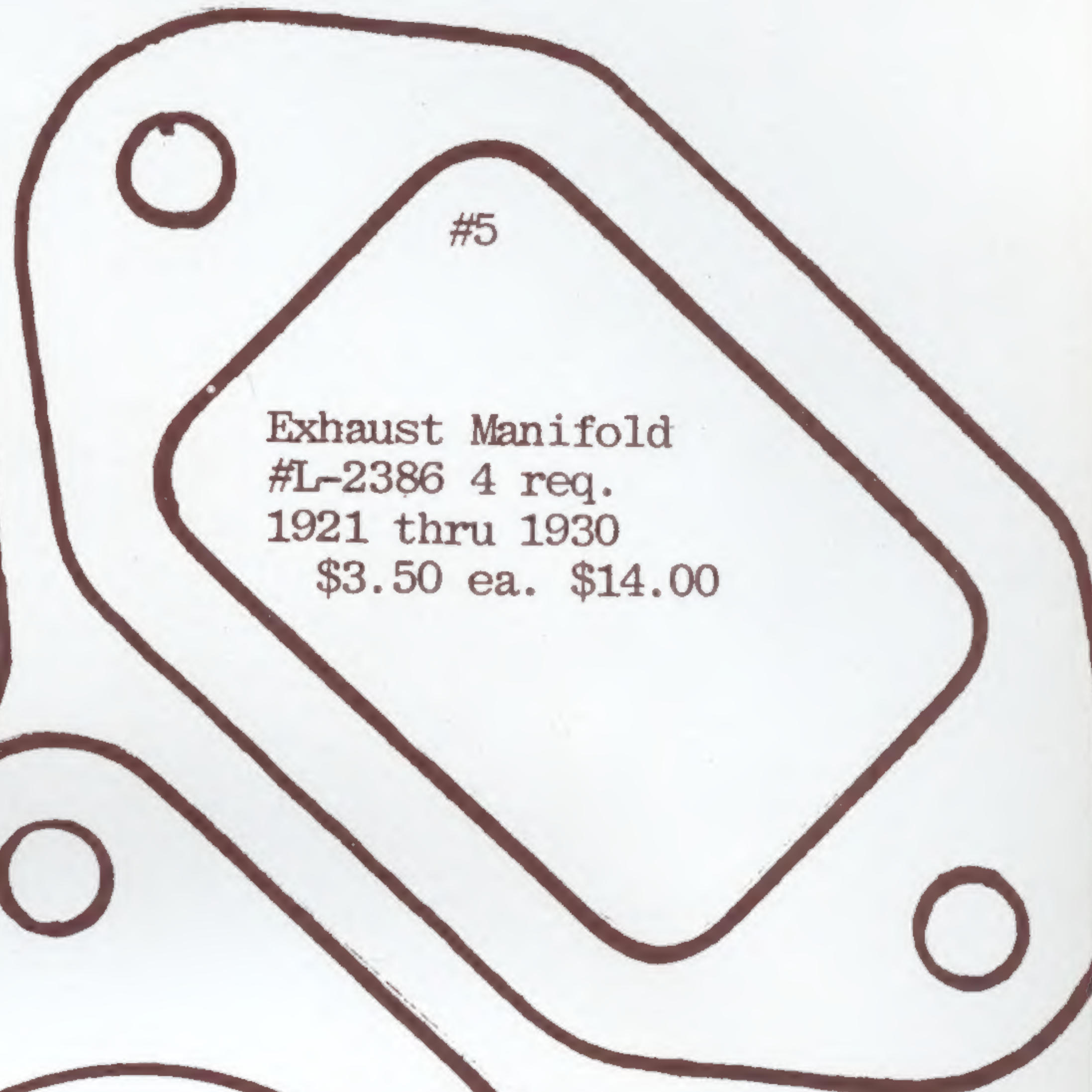
\$ 55.00 pr. 2 req. Head Gaskets 1921 thru 1930 - #L8357-C



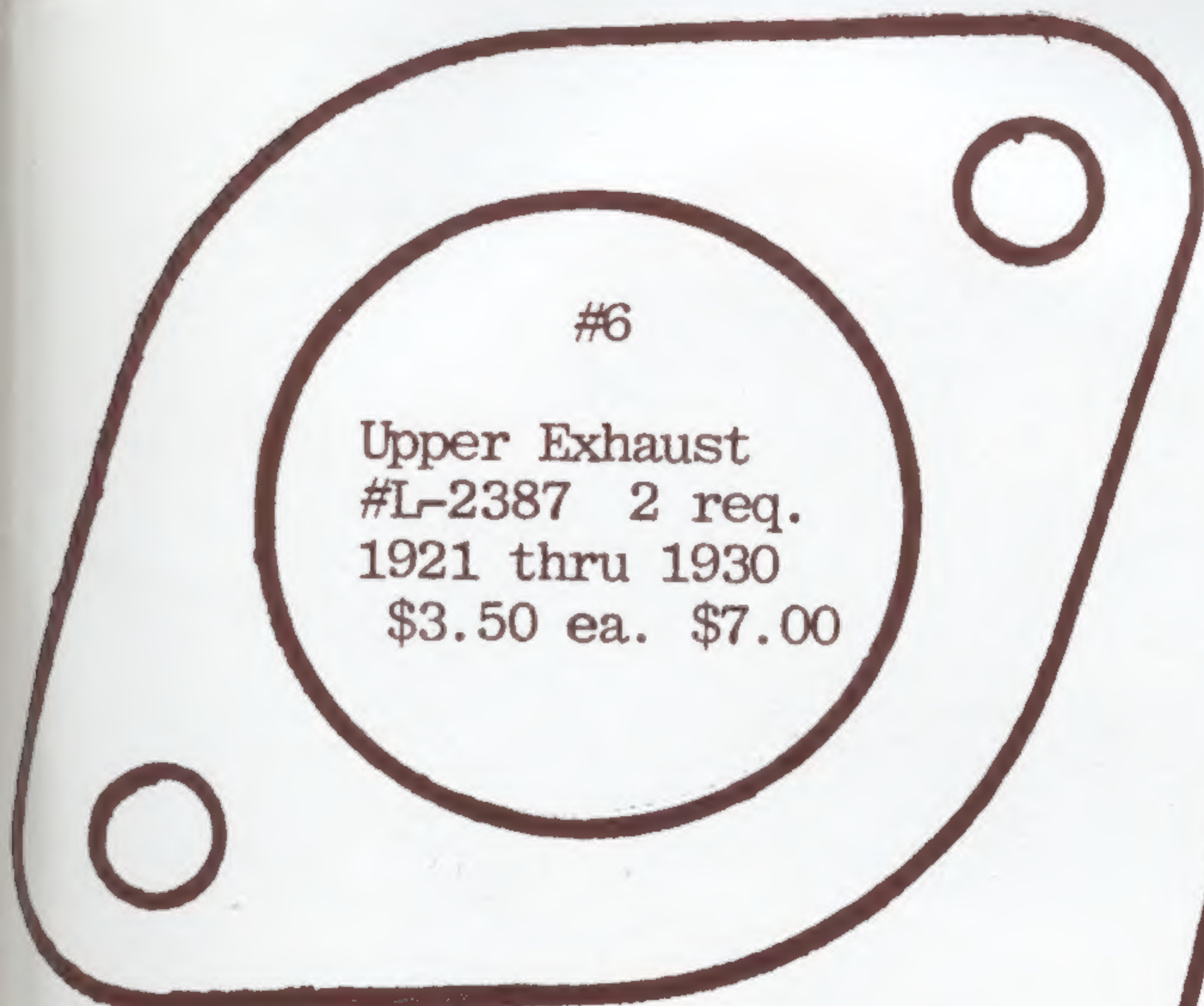
#4 Heat Riser
#L-6127
4 req.
1921 thru 1930
\$5.00 each \$20.00



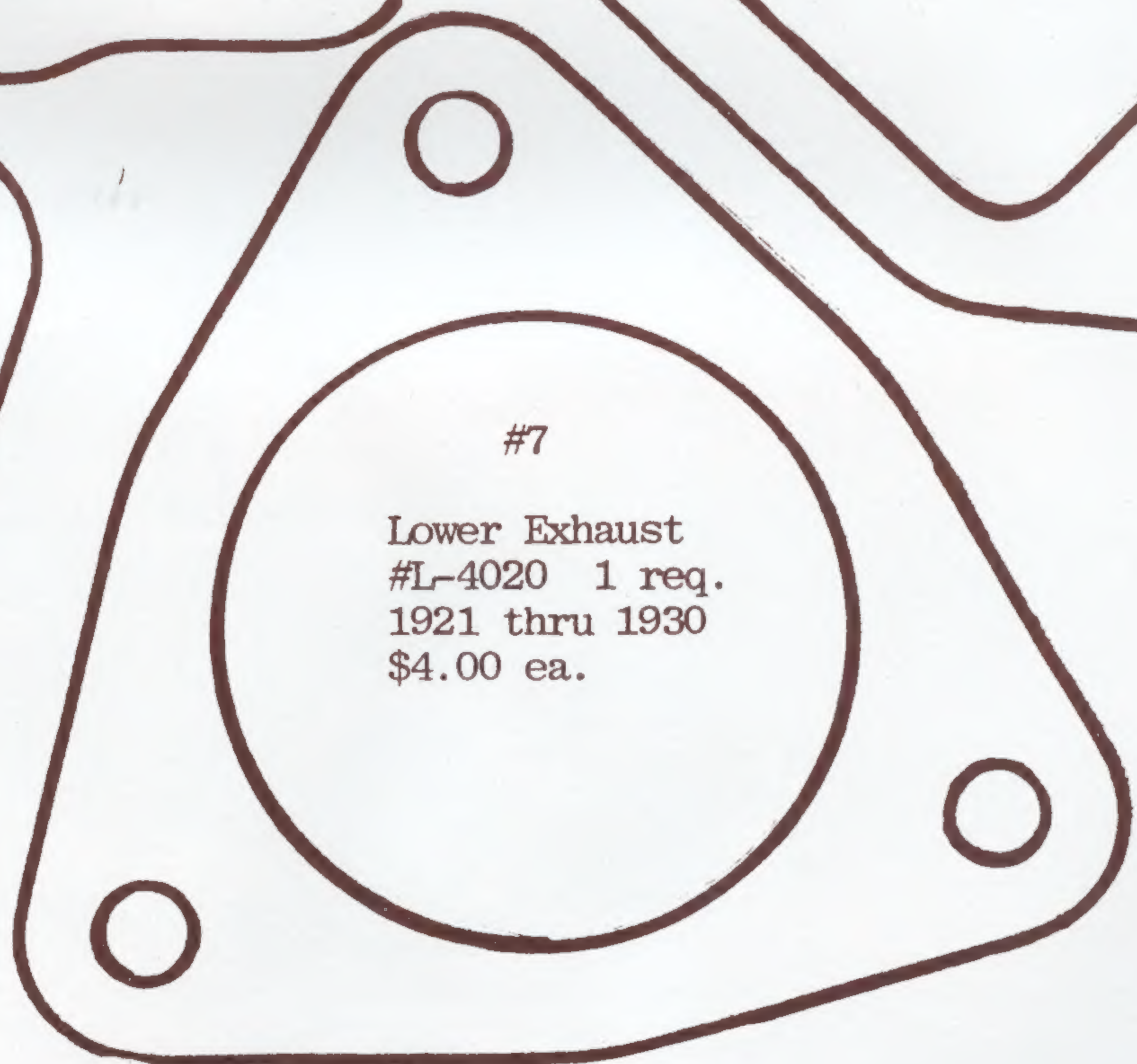
#3
Intake to Head
#L-2338-B 2 req.
1921 thru 1930
\$5.00 each \$10.00



#5
Exhaust Manifold
#L-2386 4 req.
1921 thru 1930
\$3.50 ea. \$14.00



#6
Upper Exhaust
#L-2387 2 req.
1921 thru 1930
\$3.50 ea. \$7.00



#7
Lower Exhaust
#L-4020 1 req.
1921 thru 1930
\$4.00 ea.

Wauconda

Auto Antiques, Inc.

821 W. Chicago Street 312-658-4588
Algonquin, Illinois 60102

MASTERPIECES



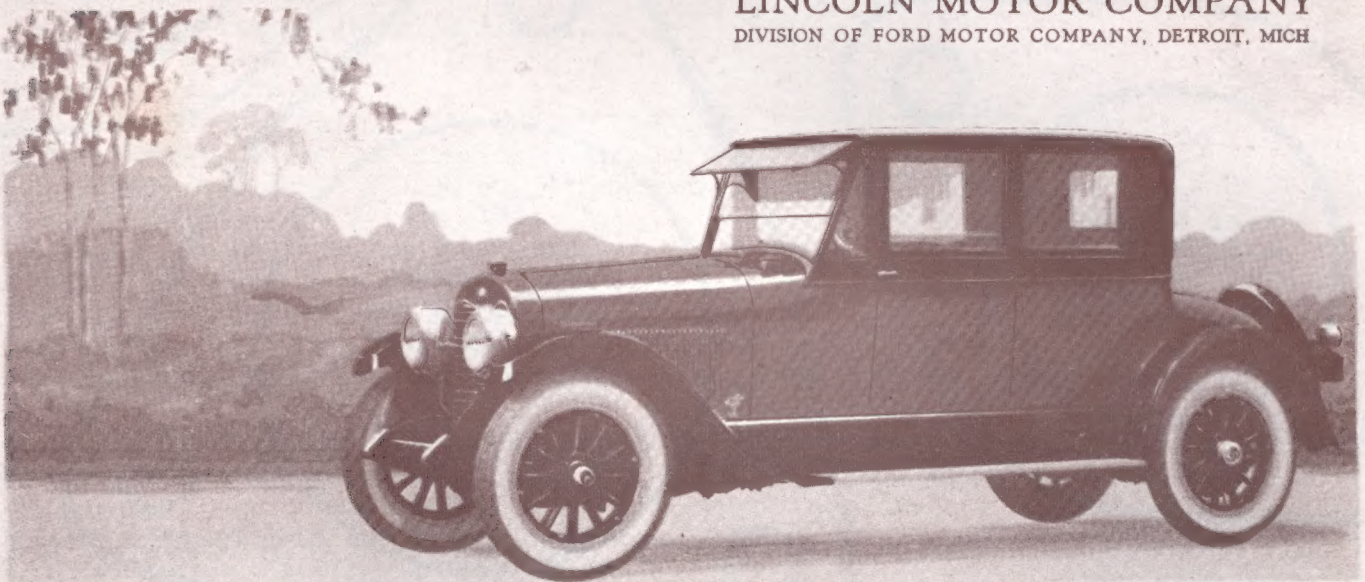
The Arc de Triomphe rising 162 feet at the head of the Champs Elysées, Paris; begun by Napoleon in 1806; one of the architectural masterpieces of the world.

Striving to satisfy completely some deep-felt need of his fellow men, the architect has occasionally wedded beauty of line so intimately to useful function that his work stands a masterpiece of the builder's art.

These architectural achievements find their automotive counterpart in the Lincoln. In a comprehensive and fundamental way, this is a useful car. It dispatches every function of the automobile with a brilliance gratifying to the most exacting motorist.

And its beauty is so notable that it becomes, in reality, a factor in utility. The inseparable blending of the two makes the Lincoln an authentic masterpiece.

LINCOLN MOTOR COMPANY
DIVISION OF FORD MOTOR COMPANY, DETROIT, MICH



LINCOLN